

SECRET

DETACHMENT "H"

25 August 1971

STANDARD OPERATING PROCEDURE

H-50-16 This SOP supersedes H-50-26 dated 20 January 1970 and replaces H-50-16 dated 4 August 1970 which is rescinded.

U-3 AIRCRAFT PROCEDURES

1. PURPOSE: To establish requirements and procedures to be followed in the operation of the U-3 aircraft.
2. SCOPE: The provisions of this SOP are applicable to all persons who fly in the U-3 aircraft as either crew members or passengers.
3. RESPONSIBILITY: The Director of Operations is responsible for overall compliance with the provisions of this SOP. The pilot in command of the U-3 aircraft will be responsible for adherence to all the provisions of this SOP and safe operation of the aircraft.

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4. GENERAL:

- a. The pilot in command will be limited to [REDACTED] pilots who have completed a standardization check as either pilot or instructor pilot.
- b. All assigned non-rated military personnel are authorized to ride as passengers on a space available basis when authorized by the pilot in command. All civilian personnel assigned or attached to this Detachment may ride as passengers on a space available basis when authorized by the pilot in command provided they have completed a DD FORM 1381 (or a locally produced copy) (Atch 1) prior to their initial flight. This certificate will be filed with the Operations NCOIC and will be valid for any subsequent flights for that person.
- c. Appropriate land/sea survival equipment will be carried in the baggage compartment. Underarm life presevers will be worn by all personnel aboard at any time the aircraft is beyond gliding distance of land.
- d. The general provisions of AFM 60-16 will apply for operation of the U-3 aircraft. Exceptions required due to local conditions or mission requirements will be authorized by the Detachment Commander, as required.
- e. Authorization for each flight must be obtained from the Detachment Commander or Director of Operations. Knowledge of the status and location of the U-3 aircraft is the responsibility of the Director of Operations.

DSA

	ACT	INFO
DFA		✓
PLANG		
D/TECH		
OXC		
IDEA	✓	✓
ES		✓
ND		✓
WS		✓
INTEL		
AS		
COMMO		✓
CG		✓
FILE		

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- g. Command Post: While the Command Post does not have to be manned specifically for U-3 operations, a Rated Officer must be present in the Command Post/Operations complex during all local VFR U-3 flight operations as outlined in PROCEDURES below.

5. PROCEDURES:

- a. Preflight planning: In addition to normal preflight planning, the pilot in command will obtain a JN chart prepared by the Flight Planning Section showing all areas of firing or other hazards to flight for the duration of the proposed operation. This chart is normally left in the U-3, and brought in daily by the crew chief for up-dating and return to the aircraft.
- b. Flight Clearances:
 - (1) When weather permits a VFR flight the pilot may file a clearance in the Detachment Operations Office. The clearance need only be retained by operations until flight has terminated.

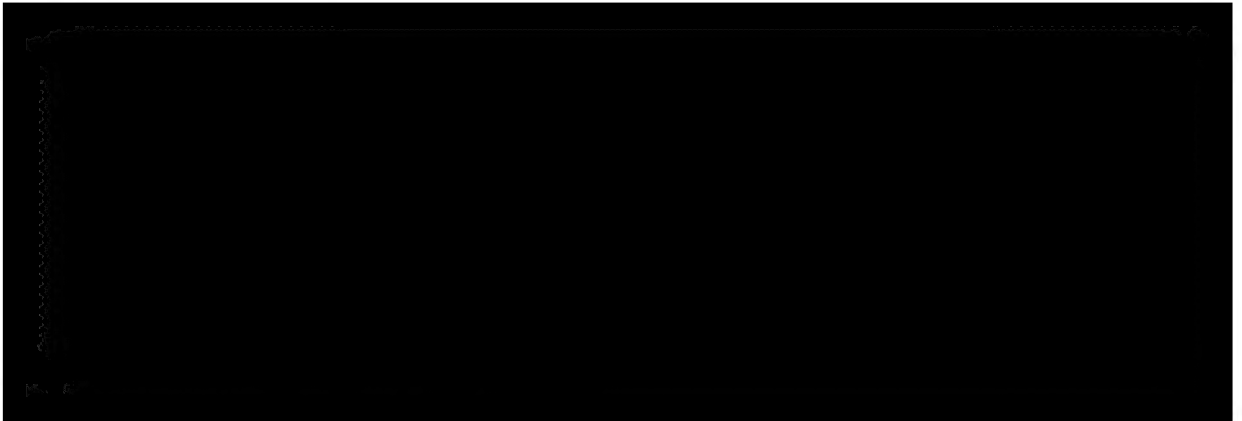
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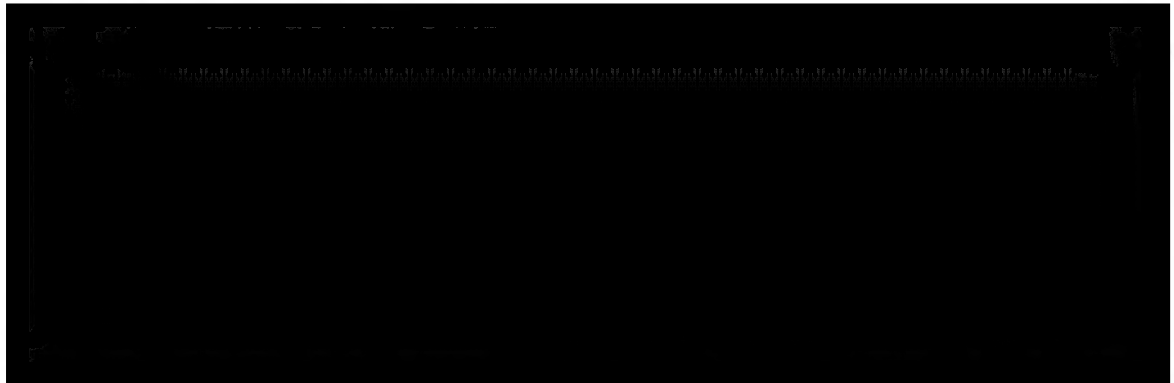
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e. Fuel, Oil and Maintenance:

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- f. Command Post: For local VFR flights in the U-3, a rated officer must be present in the Detachment Command Post/Operations complex as a U-3 Ops Monitor. There is no requirement to man the Command Post/Operations complex during cross country or IFR flights where a clearance for such a flight has been filed with Base Operations and the aircraft is under Air Traffic, Tower or GCA Control. For local VFR flights, the following apply:
- (1) The pilot must insure that a rated officer will be present in the Command Post/Operations complex during the time of the proposed flight. If there is no one available for this task of U-3 Ops Monitor, an IFR clearance must be filed with Base Operations.
 - (2) The U-3 Ops Monitor need not stay in the Command Post, however, must remain near a telephone or portable UHF radio so that he can be contacted in the event of an incident or change of plans.
 - (3) The pilot in command of the U-3 is responsible for advising the U-3 Ops Monitor of his proposed flight plan including ETA. Upon completion of the flight, the pilot will notify the U-3 Ops Monitor that the flight has been closed-out.

(3)

S E C R E T

- (4) If the pilot has not closed-out with the U-3 Ops Monitor within 15 minutes after proposed ETA, the Ops Monitor will first check the U-3 parking area, then, if failing to locate the U-3, he will call the local Control Tower to determine the whereabouts of the aircraft. Should the Control Tower have no information on the aircraft, the Ops Monitor will contact AOC via the AOC telephone. 25X1A

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[REDACTED] alerting of Search and Rescue operations. Notify the Detachment Commander/Director of Operations of all aspects of the situation as soon as possible.

1 Attachment

[REDACTED] Detachment Commander

1. Certificate of waiver

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ATTACHMENT # 1, SOP H-50-16

AIR TRANSPORTATION AGREEMENT		Date
Place	Full Name	
Permanent Address		
<p>For and in consideration of being permitted to fly as a passenger in aircraft operated by or on behalf of the United States of America, for and on behalf of myself, my personal representatives, heirs and assigns, I hereby release and discharge the United States, its agents, servants, or employees from any and all claims for property damage and/or personal injury or death resulting from or during said flight or flights or continuances thereof or from ground operations incident thereto.</p>		
Signature		
Witness	Witness	
Name and address of person to be notified in emergency		

DD FORM 1381, 1 Jul 62 (Copy)
 ATCH #1 SOP H-50-16